

## **IV. Appendices**

<b>Appendix 1</b>	<b>1992 Proposed Neighborhood Design Guidelines</b>
<b>Appendix 2</b>	<b>Transportation Existing Conditions Report</b>
<b>Appendix 3</b>	<b>Roosevelt Way NE/I 2<sup>th</sup> Ave NE: Alternative Roadway Configurations</b>

## Recommended Roosevelt Neighborhood Plan

### Part Two: Proposed Neighborhood Design Guidelines

**(exerpted)**

October, 1992

Roosevelt Neighborhood Association  
Roosevelt Neighborhood Planning Committee  
Ruth Ann Dight, Planning Consultant

# Table of Contents

I.	Introduction	3
II.	Urban Design Survey	7
III.	Urban Design Issues	8
IV.	Design Guidelines	12
A.	Public Sidewalks	12
	1. Reducing Driveways Across Sidewalks	
	2. Building Setbacks Along Narrow Sidewalks	
	3. Continuity of the Street Wall Along Sidewalks	
	4. Pedestrian Amenities Along Sidewalks	
B.	Parking Areas	20
	1. Location of Parking Areas	
	2. Landscaping of Parking Areas	
	3. Multipurpose Parking Areas	
C.	Commercial Area Open Space	27
	1. Alleys as Secondary Pedestrian Passageways	
	2. Extended Curbs	
D.	Commercial Height, Bulk and Scale	29
	1. Commercial-Residential Zone Edge Guideline	
	2. Reducing Scale and Shadow Impacts on Public Sidewalks	
E.	Commercial Architecture	37
	1. Building Facades	
	2. Articulation of Long Facades	
	3. Signs	
F.	Multifamily Housing	43
	1. Architecture, Site Planning, Landscaping	
	2. Family-oriented Housing	
G.	Miscellaneous	47
	1. Neighborhood Gateways and Intersections	
<del>V.</del>	<del>Special Recommendations</del>	<del>48</del>
	<del>Subdivision of Multifamily Housing Projects</del>	
	<del>Trade-off Zones</del>	
VI.	Appendices	54
	Appendix 1: Visual Survey Results	
	Appendix 2: View Angle Test	
	Appendix 3: Neighborhood Guidelines: Priorities	
	Appendix 4: Public Meeting Survey Results, June 25, 1992	

# I. Introduction

This document is part two of the Roosevelt Neighborhood Plan. It includes a set of recommended design guidelines for future commercial and multifamily development in the Roosevelt Neighborhood. These guidelines are intended to augment citywide design guidelines currently proposed for adoption by the City Council. (See “Proposed Design Review Process and Guidelines for the City of Seattle” published January 2, 1992, by the Seattle Planning Department and Department of Construction and Land Use.)

## Neighborhood Boundaries

The Roosevelt Neighborhood, outlined on the map opposite this page, extends from NE 75th to NE Ravenna Boulevard and from 8th Avenue NE to 15th Ave NE.

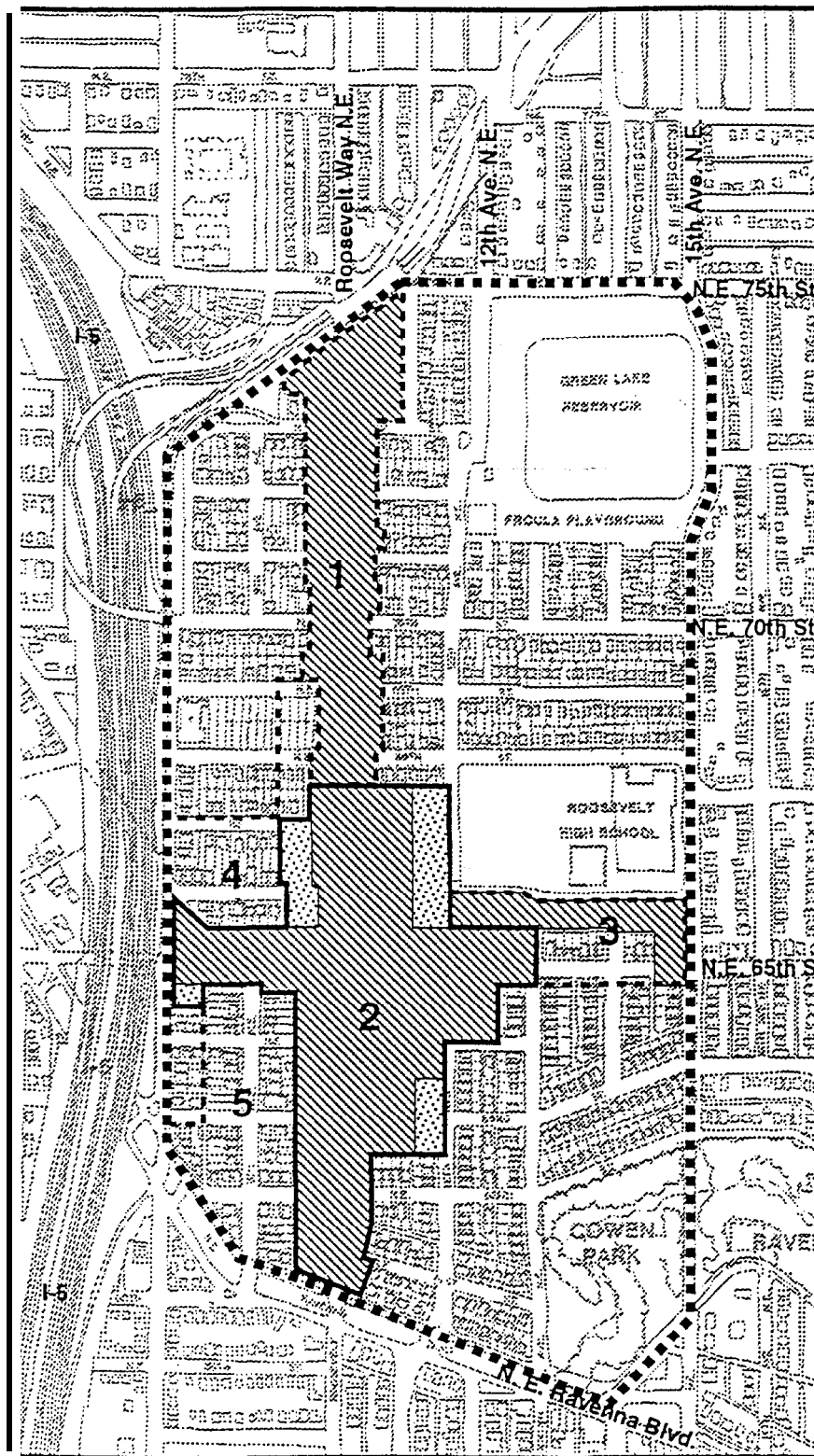
The guidelines included in this report are to apply to all areas zoned for commercial or multifamily residential use as indicated on the map. These areas have been grouped into five subareas and are referred to throughout this document as the following:

- o Subarea One: North Commercial Corridor
- o Subarea Two: Core Commercial Area
- o Subarea Three: East Corridor
- o Subarea Four
- o Subarea Five

## Purposes of Design Review

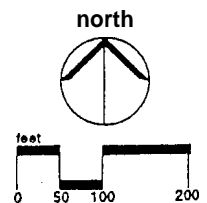
The purposes of design review are spelled out in the following goals adopted in Council Resolution 28228:

- o To encourage better design and site planning to help ensure that new development enhances the character of the City and sensitively fits into neighborhoods, while allowing for diversity and creativity,
- o To provide flexibility in the application of development standards to better meet the intent of the Land Use Code as established by City Policy, to meet neighborhood objectives, and to provide for effective mitigation of a proposed project's impact and influence on a neighborhood
- o To improve communication and mutual understanding among developers, neighborhoods and the City early and throughout the development review process.



## Legend:

- Neighborhood Boundaries
- Commercial Zoning
- Residential - Commercial Zoning
- 1** Subarea One: North Commercial Corridor
- 2** Subarea Two: Core Commercial Area
- 3** Subarea Three: East Corridor
- 4** Subarea Four: Multifamily Area
- 5** Subarea Five: Multifamily Area



**Figure 1**  
STUDY AREA

## Role of Neighborhood Guidelines

The overriding objective of citywide design guidelines is to encourage new development to fit in with its surroundings. Neighborhood guidelines share this objective. Whereas citywide guidelines are meant to apply throughout the city, neighborhood guidelines provide an opportunity to recognize local concerns and design issues. They give more specific direction as to the design character, site conditions or community objectives new development should respond to.

## Design Review Process

Neighborhood design guidelines are to be used in conjunction with City design guidelines to review and possibly modify future development proposals. This will occur through a design review process. As currently proposed, design review will function as part of the permit review process. It will involve developers, the City and neighborhoods. It is hoped that through the process all three groups will reach mutually acceptable agreement regarding the design of future development proposals.

Design guidelines are not regulations and hence the design review process will rely on discretionary decision making. All final decisions will be made by the Director of the Department of Construction and Land Use.

The City of Seattle Planning Department and the Department of Construction and Land Use have been working with an advisory committee to prepare a recommendation to the City Council on a citywide process for conducting design review. That recommendation will go to City Council in October.

## Public Involvement

The Roosevelt Neighborhood Guidelines were developed during the second phase of a two-part neighborhood planning process. Phase one was initiated during the winter of 1990-91 and phase two in March of 1992.

A planning committee of neighborhood residents, business persons and property owners which was formed during phase one, continued to work to develop neighborhood guidelines during phase two. They were assisted by a planning consultant. During phase one a neighborhood survey was conducted in addition to four public meetings. The Roosevelt Neighborhood Goals, the Neighborhood Vision statement and commercial area zoning recommendations were also developed during phase one.

During phase two, three more public meetings were held. One was held on April 28, 1992 during which a visual survey was conducted. The second was held on June 25th to present draft recommended neighborhood design guidelines. A third meeting was held on October 13, 1992 to receive public comments on recommended changes to the draft design guidelines prior to submitting final proposed guidelines. More than 100 people attended the first two public meetings. In addition, a published summary of the guidelines was delivered to residents and businesses in the neighborhood. Public meetings were advertised in local newspapers.. (For more information see discussion under "Public Involvement" in Roosevelt Neighborhood Plan, Part One.)

## II. Urban Design Survey

### Neighborhood Inventory

Volunteers from the Roosevelt Neighborhood Planning Committee took part in a visual inventory of the neighborhood as one of the first steps in developing neighborhood design guidelines. The purpose of this exercise was to identify problems, assets and opportunities unique to the neighborhood. From this inventory a list of issues was developed to be addressed through neighborhood design guidelines.

### Visual Survey

A visual survey was conducted at a public meeting held on April 28th, 1992. The purpose of the meeting was to identify neighborhood visual preferences which could be used to develop or support neighborhood design guidelines.

Approximately thirty-five people participated in the survey. Participants viewed a number of slides representing examples of commercial and multi-family development, as well as photo-montages of blockfaces in the Roosevelt commercial district. The analysis of survey results was derived by quantitative, and subjective visual assessments made by a team of design professionals.<sup>1</sup> The results are included under Appendix 1.

---

<sup>1</sup> Visual examples used in the survey are not necessarily perceptually neutral in their quality of lighting; human activity; compositional design; time of day and or season; and viewer positioning. Bias may have also be introduced by participants familiarity with particular buildings or businesses.



### III. Urban Design Issues

Six types of design issues were identified based on the Neighborhood Inventory and Neighborhood Goals. These have been grouped under the following headings:

- 1) public sidewalks,
- 2) parking areas,
- 3) commercial area open space,
- 4) commercial height, bulk and scale,
- 5) commercial architecture, and
- 6) multifamily housing.

The following summarizes the problems and opportunities addressed in the Roosevelt Neighborhood design guidelines and refers to specific Neighborhood Goals and the Neighborhood Vision statement developed during phase one of this planning study (see complete text of both in Roosevelt Neighborhood Plan, Part One: Proposed Commercial Area Zoning).

#### Public Sidewalks

##### Neighborhood Goal:

- 2E. *Improve the safety, comfort and visual quality of the pedestrian environment in neighborhood commercial areas, especially in the Core Commercial Area.*

Many factors detract from the safety of the pedestrian environment in the Roosevelt Neighborhood. High speed arterial traffic and the associated noise, dirt and exhaust are unpleasant facts of life along Roosevelt Way NE and NE 65th. Both corridors are primary neighborhood pedestrian routes running the length and width of the neighborhood and through the center of its commercial areas. However, sidewalks along these streets are often narrow and are crossed by numerous driveways: These conditions create safety hazards for pedestrians and contribute to a sense of discomfort which probably discourages pedestrian activity.

Narrow sidewalks bring traffic closer to pedestrians. They also create crowding and restrict sidewalk activity--as is now true in parts of the Gore Commercial Area. Access driveways across sidewalks expose pedestrians to traffic leaving or *entering* the arterials--a condition which is most severe along blocks without alleys. The majority of such blocks occur at the north end of Roosevelt Way NE, in the North Commercial Corridor, and along NE 65th.

The Neighborhood Vision Statement and Neighborhood Goals describe a community and Gore Commercial Area that is more active and more pedestrian-oriented. This goal cannot be achieved without improving pedestrian safety and comfort along these principal pedestrian corridors.

Neighborhood Guidelines A-1, A-2, A-3 and A-4 address these issues and opportunities.

## Parking Areas

### Neighborhood Goals:

- 2E. *Improve the safety, comfort and visual quality of the pedestrian environment in neighborhood commercial areas, especially in the Core Commercial Area.*
- 2F. *Encourage creation of public open spaces that function as informal gathering places and are focal points for the neighborhood.*

Neighborhood commercial areas are visually blighted by inadequately screened or landscaped parking areas located next to public sidewalks. In addition to being unattractive, they break up the “street wall” which contributes to the sense of containment necessary in successful pedestrian environments. This negative condition is perhaps most evident in the North Commercial Corridor.

Many neighborhood surface parking lots were installed before current city regulations were enacted. In most cases these would now require parking lots to be screened and located to the side or rear of structures. City design guidelines also address these issues, but current regulations and guidelines may not go far enough. And, they don’t recognize the opportunities parking lots offer.

While parking lots are a fact of life\*, they also represent an undeveloped resource in today’s ever more crowded neighborhoods. Parking lots are an abundant and important source of urban open space. By incorporating attractive paving or amenities such as seating, water fountains, or public art, parking lots could serve as urban plazas or play areas for children when not needed for parking.. Or, they could simply serve as green (rather than black) visual open space if more densely planted with trees. Most parking lots vastly underuse the potential for accommodating trees and other plants--which can be done without significantly sacrificing parking spaces.

Neighborhood Guidelines B-1, B-2 and B-3 address these issues and opportunities.

## Commercial Area Open Space

### Neighborhood Goal:

- 2F. *Encourage creation of publicly accessible open spaces that function as informal gathering places and are focal points for the neighborhood.*

The Roosevelt Neighborhood, in its Vision Statement and Neighborhood Goals, has expressed a desire to see more pedestrian-oriented open spaces and outdoor places for activities such as eating, sitting, or resting in its commercial areas. This goal has expanded to one of creating a system of publicly accessible open spaces interconnected by a network of pedestrian pathways.

---

<sup>2</sup> surface parking covers 30 to 40 percent of many cities and towns in the USA. (Miller, Catherine G., Carscape, 1988.)

Part of this system would include development of courtyards off public sidewalks and alleys, development of parking areas into more park-like places or spaces that also function as public plazas, and curb extensions at corners to facilitate outdoor eating and vending areas. It would also involve creating a more intricate network of pedestrian pathways that link pedestrian-oriented spaces. In addition to public sidewalks this pathway system would consist of midblock pedestrian passageways and more attractive alleys that function as secondary pedestrian routes of travel.

Neighborhood Guidelines C-1, C-2 and C-3 address these opportunities.

## Commercial Height, Bulk and Scale

### Neighborhood Goals:

2B. Retain a pedestrian scale of development, as experienced from public streets and sidewalks, in commercial areas.

2C. Minimize the impact of commercial development on adjacent residential areas.

The Roosevelt Neighborhood is concerned that current zoning and development regulations as well as the citywide design guidelines do not fully address the issue of reducing the impacts of height and bulk in commercial areas on adjacent residential areas. Of principle concern are reducing contrasts in building scale and reducing shadow impacts.

There are related concerns about the impacts of height and bulk on the scale and character of the commercial district, as experienced from public streets, and the shadow impacts of taller buildings on public sidewalks.

Neighborhood Guidelines D-1 and D-2 address these issues.

## Commercial Architecture

### Neighborhood Goals:

2A. Encourage new development that is compatible with the scale and architectural character of existing commercial development.

2G. Encourage streetscape improvements that aesthetically enhance and provide a sense of unity to the neighborhood's commercial areas without stifling the interest and character derived from variety.

There is a lack of consistent scale and character of architecture throughout most of the neighborhood's commercial areas, especially in the North Commercial Corridor. The Core Commercial Area also suffers from this problem, especially along NE 65th. However, in parts of the Core Commercial Area there is a relatively consistent development scale and character.

The Core Commercial Area includes the district's oldest buildings, many of them dating back to the 1920's. These are located in the most pedestrian-oriented parts of the District. Here building setbacks are uniform creating a strong street wall. Building facades tend to be

narrow with traditional retail storefront features such as large display windows, recessed entries, and awnings that provide a level of architectural unity.

Elsewhere development is more recent and more auto-oriented. Building setbacks and architectural styles vary significantly. There are many blank and unadorned walls providing little of interest or appeal to the pedestrian.

Neighborhood Guidelines E-1, E-2 and E-3 address these issues.

## Multifamily Housing

### Neighborhood Goals:

3A. Encourage the development of affordable, family-oriented housing in the neighborhood's multifamily residential areas.

3B. Encourage multifamily development that is compatible with a single family residential character, where existing development is predominantly single family.

Most areas zoned for multifamily development in the Roosevelt neighborhood are located in Subareas Four and Five.<sup>3</sup> Subareas Four and Five are predominantly developed with single family homes. There are only a few multifamily developments in each area. These have not substantially altered their single family character.

Most homes have pitched roofs, extended eaves, divided windows, prominent front porches, and similar yard setbacks. Residential streets are pleasant with relatively wide sidewalk/parking strips and attractive, well-maintained front yards. Unless designed to fit in with these characteristic features, new multifamily development could dramatically change both subareas.

There is also a perceived need for more affordable housing in the neighborhood and more suitable housing, in terms of multifamily development, for families.

Neighborhood Guidelines F-1 and F-2 address these issues.

---

<sup>3</sup> Mixed use development is allowed in commercial zones; single purpose multifamily residential is allowed only as a conditional use.

## IV. Design Guidelines

The Roosevelt Neighborhood Design Guidelines are intended to augment City design guidelines. With one exception, the following guidelines address issues not directly covered by citywide design guidelines and should be considered in addition to adopted citywide design guidelines. However, Roosevelt Neighborhood Guideline D-1 “Commercial-Residential Zone Edges” is intended to supersede City Design Guideline E “Transitions on Zone Edges”. For further guidance in using these guidelines see Appendix 3: “Neighborhood Guidelines: Priorities”.

### A. Public Sidewalks

#### A-1 Reducing Driveways Across Sidewalks

**Minimize the number and width of driveways crossing sidewalks along Roosevelt Way NE and NE 65th by locating vehicle access to residential and commercial uses off alleys or side streets. Encourage shared vehicular access through dedication of access easements.**

Explanation and Examples:

City Guideline A-8 says “siting should minimize the impact of...driveways on the pedestrian environment...and pedestrian safety.” This neighborhood guideline augments City Guideline A-8 by recommending a specific way of siting driveways to minimize their impact on the pedestrian environment along Roosevelt Way NE and NE 65th.

Limiting driveways along the two arterials and encouraging access off side streets may also help improve traffic flow and safety (due to fewer access points and greater predictability of where access points are located). And, it will free up parking spaces on NE 65th and Roosevelt Way that are otherwise lost to driveways.

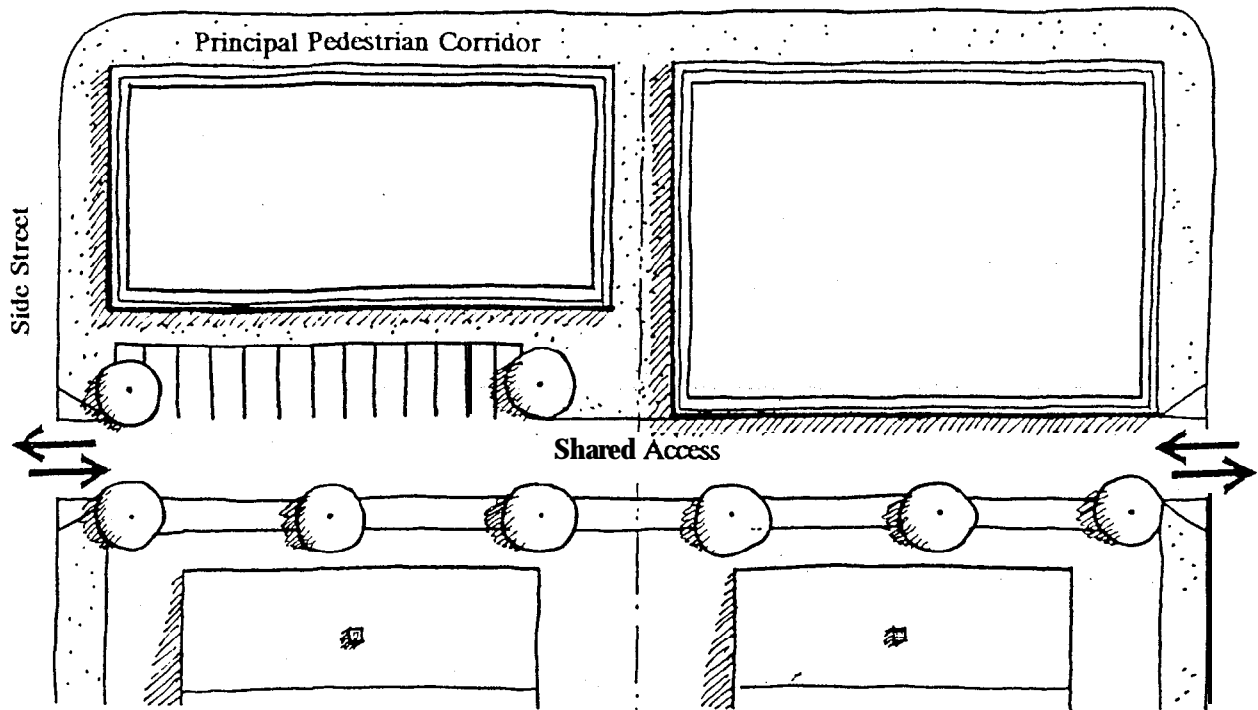
Where implementation of this guideline could increase traffic on residential side streets, access driveways could be designed to discourage through-traffic.

This guideline will primarily apply to development outside areas designated with a P-2 (Pedestrian 2) overlay zone and areas without access from an alley.<sup>4</sup> Also, see related Neighborhood Guidelines B-1 and D-1.

---

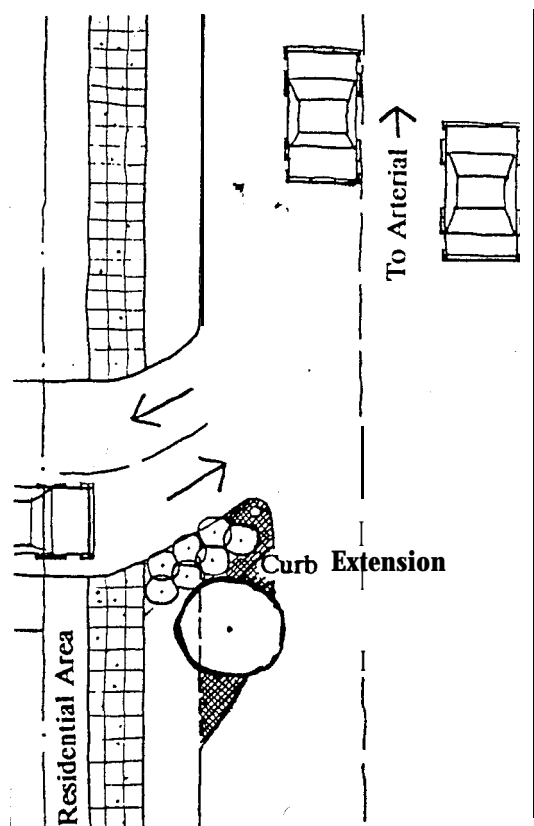
<sup>4</sup> The P-2 zone already limits driveways crossing sidewalks in the Core Commercial Area along NE 65th and Roosevelt Way NE. In the P-2 zone access to and from parking may not cross sidewalks along principal pedestrian streets unless there are no alleys or side streets available. Then access is limited to one 2-way driveway or curbcut.

## Roosevelt Way NE



**Locating access to development that fronts on Roosevelt Way NE (or NE 65th) off of side streets can reduce the number of driveways crossing the sidewalk**

**Developing shared access to properties can help further reduce driveway crossings.**



## A-2 Building Setbacks Along Narrow Sidewalks

**Buildings should be set back to create a sidewalk** width **of approximately 12 feet** along **Roosevelt Way NE and NE 65th.**

Explanation and Examples:

Twelve feet is a minimum recommended width for sidewalks in business districts. Twelve foot sidewalks are wide enough to comfortably accommodate window shopping or more than two people walking abreast--in addition to street trees and street furniture.<sup>5</sup>

Seattle's Land Use Code requires a minimum sidewalk width of 10.5 feet along NE 65th and Roosevelt Way NE. Most sidewalks along Roosevelt Way NE are 10.5 feet or slightly less. However, in several locations in Core Commercial Area sidewalks are as narrow as 6, 8 or 9 feet wide.<sup>6</sup>

Recently adopted regulations under Chapter 23.53 of Seattle's Land Use Code will require at least a 3 foot setback from the right of way edge for new buildings constructed along most of the entire length of Roosevelt Way NE and possibly portions of NE 65th.<sup>7</sup> Where existing right of way widths are inadequate, sidewalks that are now narrow will be widened to at least 12 or 13 feet. As a result, most of the narrow sidewalks along Roosevelt Way NE and NE 65th will be widened through this right of way requirement.

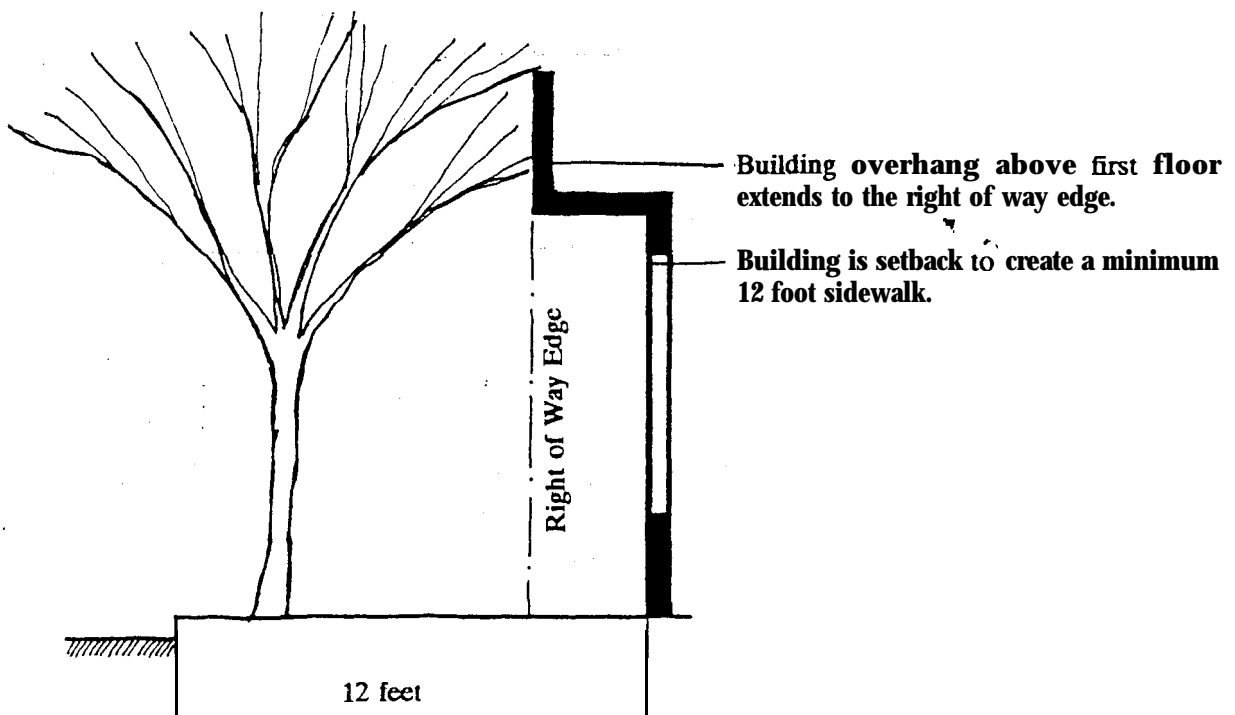
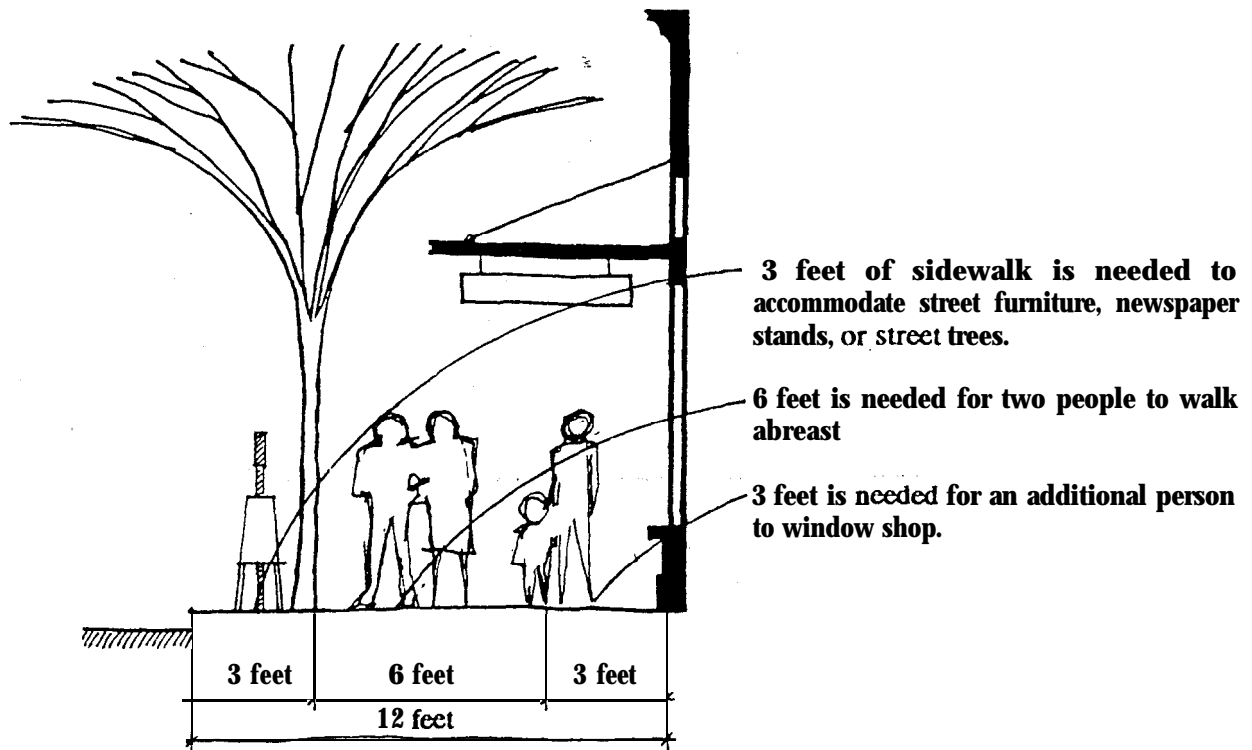
However, there are some locations along NE 65th and possibly portions of Roosevelt Way NE where existing sidewalks are less than 12 feet and would not have to be widened to meet City right of way standards. In these circumstances it is encouraged that 12 foot wide **sidewalks** be created by setting back the street-level portions of future building facades. As shown in the illustration opposite this page, building floors above the street level could be allowed to extend to the right of way edge.

---

<sup>5</sup> Untermann, R.K., Accommodating the Pedestrian, 1984

<sup>6</sup> Sidewalks on the west side of Roosevelt Way NE between NE 63rd and NE 65th are 6, 8 and 9 feet wide. Sidewalks on the north side of NE 65th, between Roosevelt Way NE and NE 8th are 8 to 9 feet wide in places.

<sup>7</sup> The setback (distance from building to right of way edge) is required to meet minimum right of way standards for width. Roosevelt Way NE is 6 feet short of the required minimum, which is 66 feet. Portions of NE 65th are also substandard. For an existing street with curbs the setback must equal half the difference between the current right of way width and the minimum right of way width. Structures that would prevent the future widening and improvement of the right of way are not permitted in the required setback. A no protest agreement to future street improvements is also required. For more details see City of Seattle Land Use Code 23.53.015 D.1.b.(1).





### A-3 Continuity of the Street Wall Along Sidewalks

**Preserve the continuity of the street wall where new buildings are set back from the right of way edge.**

Explanation and Examples:

The setbacks required to meet right of way standards described in Neighborhood Guideline A-2 have the potential of visually disrupting the continuity of some streetscapes. This is especially true in the Core Commercial Area where existing setbacks form a well defined street wall. Right of way standards along Roosevelt Way NE will in most cases result in future building setbacks of about three feet. However, in a few instances required setbacks may be five feet or larger. The purpose of this guideline is **to** identify possible design solutions to preserve the continuity of existing well-defined street walls.

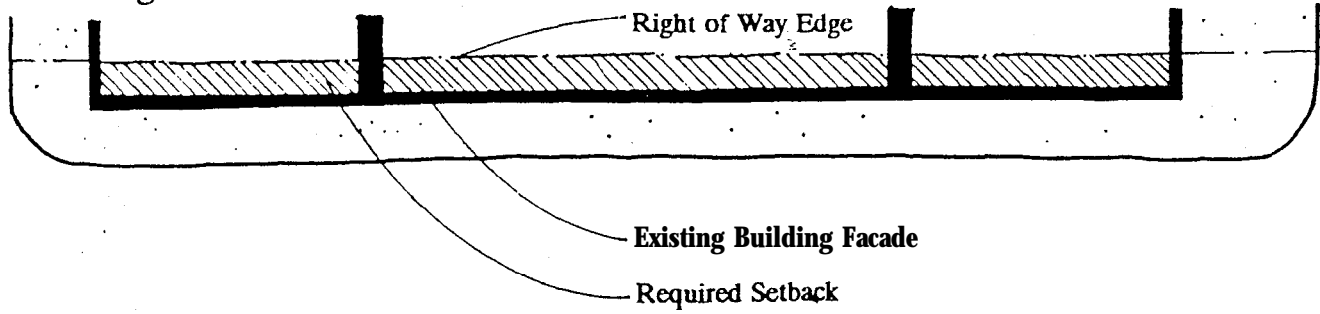
The following could provide design continuity where buildings are set back:

1. Visually reinforce the existing street wall by placing horizontal or vertical elements in a line corresponding with the setbacks of adjacent building fronts. These could include: trees, columns, planters, benches, or overhead structures.\*
2. Visually reinforce the existing, street wall by using paving materials that differentiate the setback area from the sidewalk.
3. For buildings that are both set back and taller than adjacent buildings, differentiate the building base (or the street level floor) from upper floors through architectural design or building materials.
4. Incorporate design elements, architectural details or materials in the building facade at the street level that are similar to those of adjacent buildings. See Neighborhood Guideline E-1.
5. Make use of the setback to create a larger courtyard.

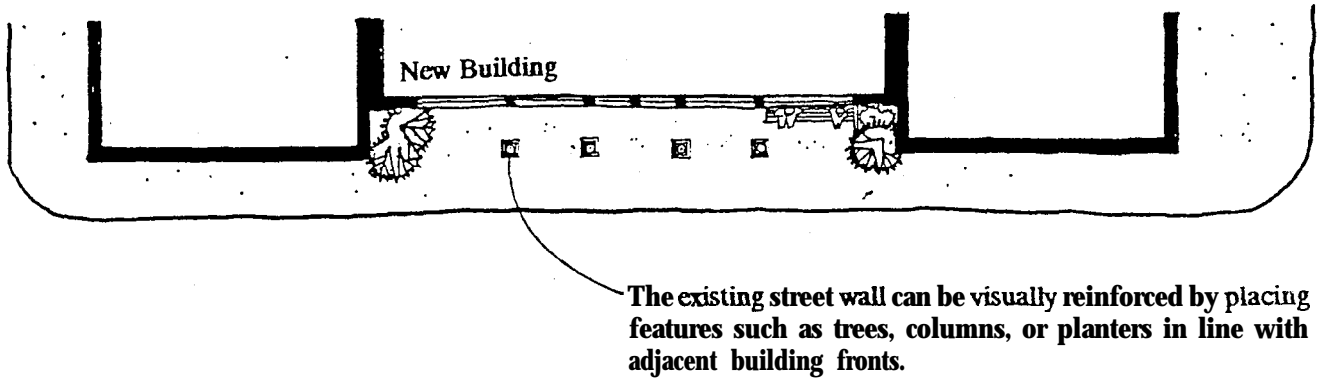
---

<sup>8</sup> Some of the design solutions suggested here may only be appropriate for larger setbacks. To meet right of way requirements any structures in or above the setback area must be removable. Also, they should not impede pedestrian traffic flow.

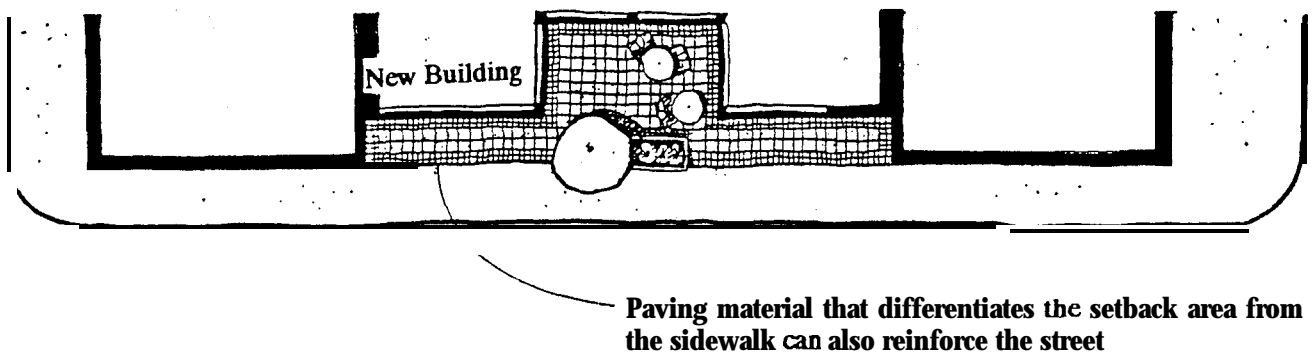
### Existing Block Face



### Small Setback



### Setback/Courtyard



## A-4 Pedestrian Amenities Along Public Sidewalks

Pedestrian amenities are encouraged along public **sidewalks** in the Core Commercial Area.

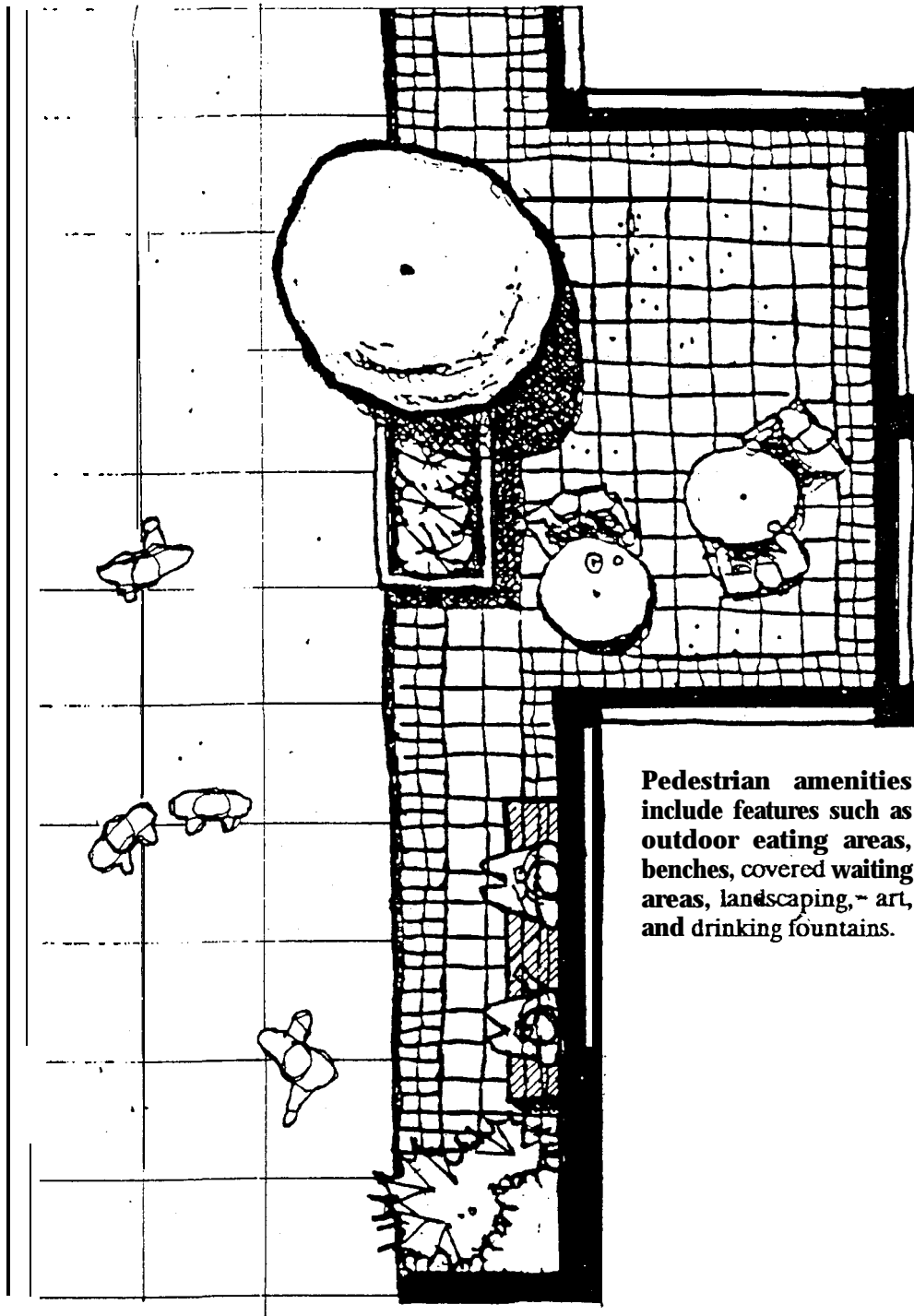
### Explanation and Examples:

Providing for the comfort and interest of the pedestrian is important in creating a more vital pedestrian environment in the Core Commercial Area. While existing sidewalks are **generally** too narrow to provide such amenities, the required setbacks described under Neighborhood Guideline A-2 present new opportunities for incorporating such amenities in the Roosevelt Neighborhood.

Pedestrian amenities are those elements that provide for the comfort and interest of the pedestrian such as seating, drinking water fountains, artwork, or pedestrian-scaled lighting. The following are some examples of how and where these can be provided:

1. Small setbacks of three feet are sufficient to accommodate places for sitting. Seating should be located where it won't conflict with pedestrian traffic flow.
2. Larger setbacks could be used as outdoor vending or eating areas adjacent to sidewalk. If large enough, setbacks **can** be treated as courtyards. Such areas could include places for sitting, could be paved with special materials, could include plants, and pedestrian-scale lighting.

Also see the discussion under "Pedestrian-Oriented Open Space" in City Guideline A-7.



**Pedestrian amenities include features such as outdoor eating areas, benches, covered waiting areas, landscaping, ~ art, and drinking fountains.**

## B. Parking Areas

### B-1 Location of Parking Areas

**Surface parking should be located to the rear of buildings fronting on Roosevelt Way NE and NE 65th.**

Explanation and Examples:

City Guideline A-8 recommends that parking areas should be located to minimize impacts on the pedestrian environment. City Guideline A-9 recommends “where pedestrian traffic is desirable, parking lots in street fronts are strongly discouraged and should be minimized”.

Locating surface parking to the rear of buildings along Roosevelt Way NE and NE 65th will help to reverse the current auto-oriented pattern of development along portions of these important pedestrian corridors. Participants in the visual preference survey identified the auto-oriented areas, where broad expanses of paving are exposed to the street, as its worst streetscapes.

This guideline principally applies to development outside of areas designated with a P-Z (Pedestrian 2) overlay zone. The P-2 zone already limits surface parking adjacent to public sidewalks along Roosevelt Way NE and NE 65th.

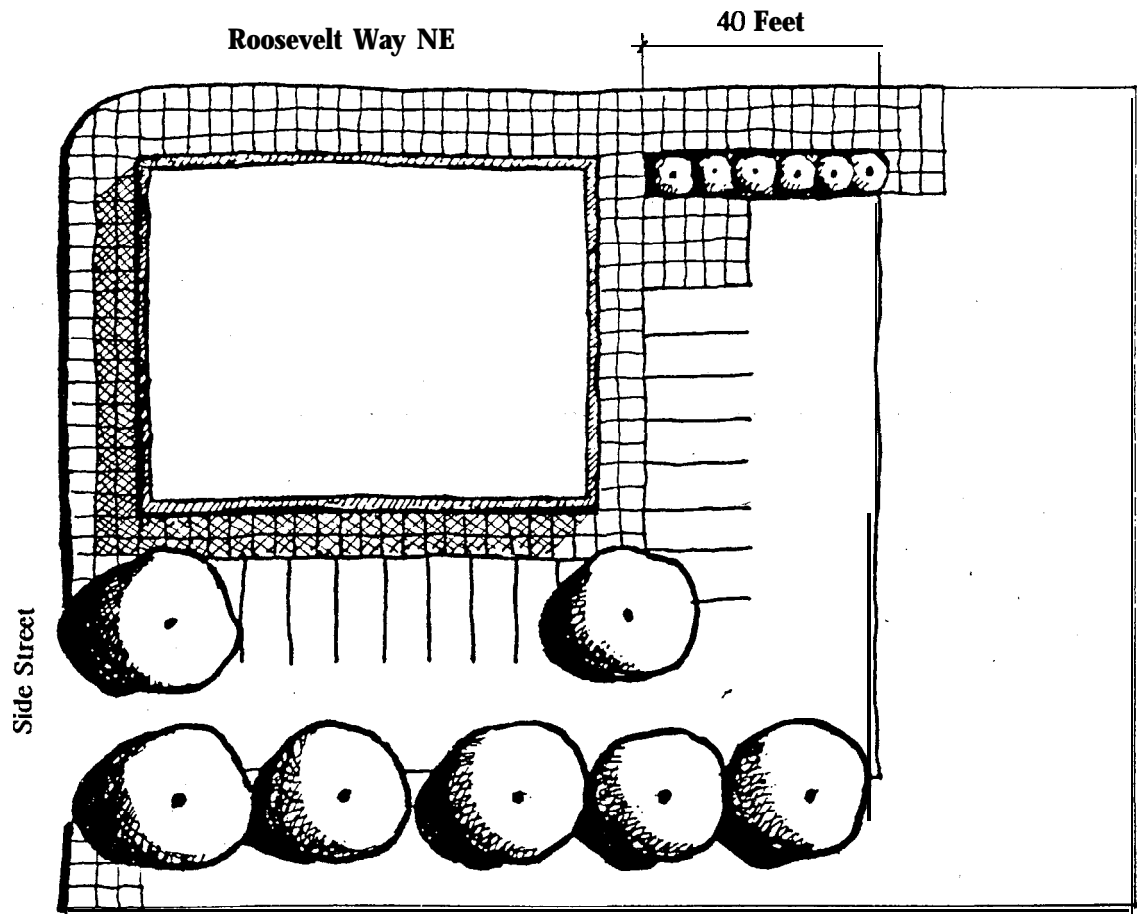
Where surface parking must be located to the side of structures it is recommended the following be considered to reduce their visual impact on the streetscape:

1. Avoid locating surface parking areas at the corners of blocks fronting on Roosevelt Way NE or NE 65th. The corners of blocks are visually prominent locations. Surface parking is more disruptive to the continuity of the streetscape when placed at block corners rather than behind or between buildings.
2. Limit surface parking frontage along Roosevelt Way NE or NE 65th. A maximum frontage of 60 feet is **recommended**.<sup>9</sup>
3. Screen and design surface parking areas as per City Design Guidelines C-3 and C-4.
4. Set surface parking back from the right of way edge to create a landscape buffer between the sidewalk and parking area.

Also see related Neighborhood Guidelines A-1, and D-2.

---

<sup>9</sup> This is an existing requirement in areas designated P-2.



Surface parking that is screened from sidewalks and is located to the side or rear of a building will help create a more pedestrian-oriented environment.

## B-2 Landscaping of Parking Areas

**Encourage more extensive interior landscaping of surface parking areas, especially large parking areas.**

Explanation and Examples:

City Design Guideline C-3 recommends “All parking lots and storage, loading or maintenance areas within visual proximity of a public sidewalk should be visually screened from that sidewalk.” The City’s Land use Code requires landscaping of parking areas but emphasizes perimeter landscaping. A visual screen at the perimeter of surface parking lots is important, but not always sufficient to mask unattractive expanses of pavement. This is especially true where parking lots are large. This guideline encourages providing more interior landscaping of parking areas than is now required under the Land Use Code.

The following suggests possible methods to enhance parking lots through interior landscaping:

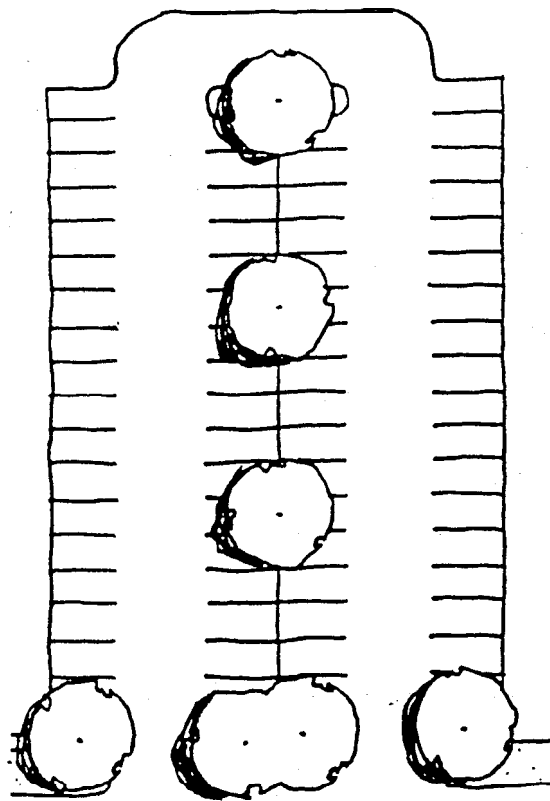
1. Use landscaping to break large lots into a series of smaller lots.
2. Maximize use of leftover spaces in parking areas for trees and shrubs.
  - o Leftover spaces created by **turning** radii and angles of parking spaces could be landscaped.
  - o Spaces between double rows of parked cars can accommodate four foot square tree cut-outs, or with adjustments to aisle width or stall length, a four foot wide planting strip.
3. Plant enough trees to form a canopy over large portions of the parking lot. At least 1 tree for every 6 parking spaces is recommended in the Roosevelt Neighborhood.”
  - o Trees can be planted as close as 10 to 30 **feet** **apart**, depending on their height and width at maturity. When planted close together tree branches form a canopy.
4. Avoid obscuring signs or other features which may need to remain visible from the sidewalk or street by careful pruning and placement of trees.

---

<sup>10</sup> The Land Use Code requires at least 1 tree for every 10 parking spaces for commercial uses.

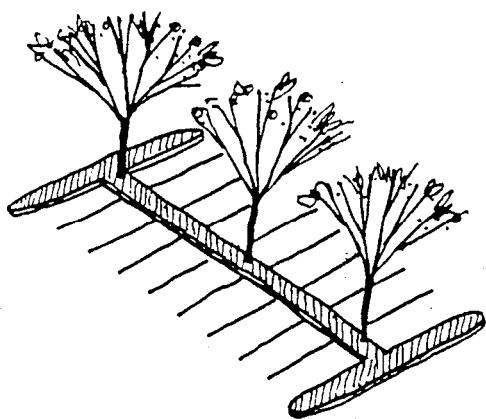
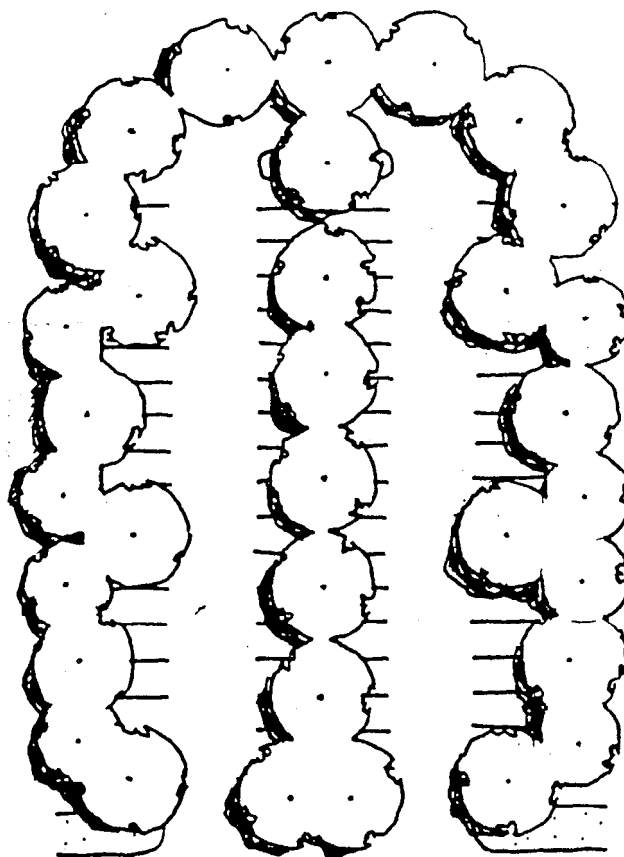
## Existing Parking Lot

Current City regulations and guidelines emphasize perimeter landscaping.

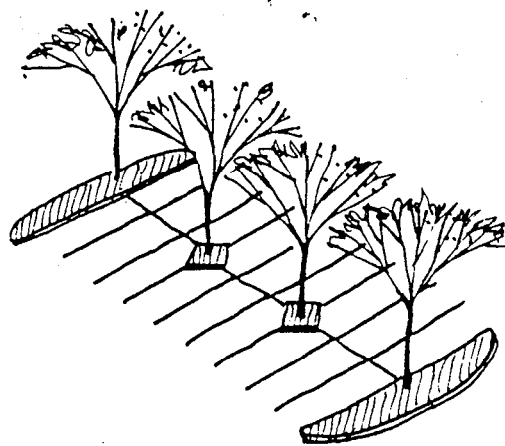


## Parking Lot with More Interior Landscaping

The neighborhood encourages parking lots that are more park-like.



By narrowing drive lanes a 3 to 4 foot wide planting strip can be added without losing parking spaces.



4 foot tree cutouts can be accommodated without losing parking spaces.



### B-3 Multi-Purpose Parking Areas

**Encourage development of multi-purpose parking areas that provide for parking as well as community open space or recreation needs.**

Explanation and Examples:

Many parking areas are not used during certain days or parts of the day. When not used for parking they can become urban plazas or pocket parks, outdoor eating or vending areas, places for neighborhood functions (carnivals, markets, rummage sales), cultural events (outdoor theater, music) and even recreational activities (basketball, tennis, children's play areas). This guideline encourages creating parking areas, or spaces within parking areas, that can be used for other activities.

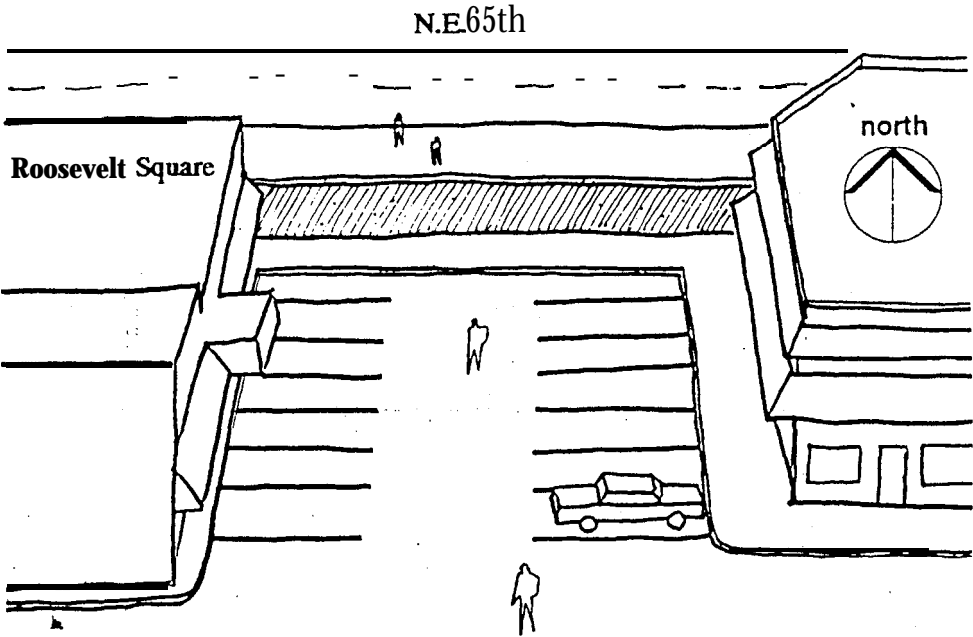
To be successful, multipurpose parking areas need to be made safe, attractive and inviting places for people. To achieve these ends it may be important to:

1. Make the parking lot or portion of a parking lot to be used as a multipurpose area a well-defined space.-
2. Restrict auto access to the space, **while** it is not being used for parking, through use of bollards or other devices.
3. Ensure the space is well-lit, if to be used at night, and is visible from adjacent public areas, such as streets and sidewalks.

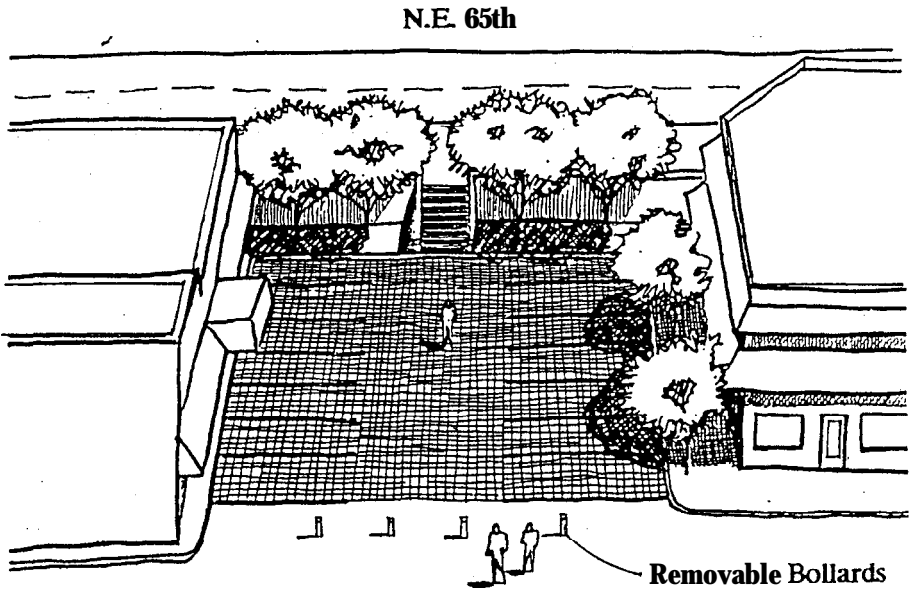
To function as a plaza or pocket park, it may also be important for the multipurpose portion of a parking area to be located near a public sidewalk or be connected by a walkway to a public sidewalk, receive ample sunlight, be attractively landscaped, have special paving (other than asphalt), seating (removable or **fixed**), and pedestrian-scaled lighting.

The space may be further enhanced by special features such as a **pool**, fountain, monument, sculpture or other art. Also see "Pedestrian-oriented Open Space" under City Guideline A-7 and "Pedestrian Safety" under City Guideline C-7.

Existing Parking Lot



Parking Lot / Plaza



## C. Commercial Area Open Space

### C-1 Alleys

**Alleys in the Core Commercial Area could be recognized and developed as secondary pedestrian routes.**

Explanation and Examples:

The Gore Commercial Area includes several blocks with alleys. Because traffic along alleys is usually minimal and speeds are low, alleys offer the potential of being pleasant pedestrian-oriented streets. Alleys in the Gore Commercial Area could become better pedestrian environments with improvements such as the following:

1. Making building facades facing the alley as attractive as street front facades.
2. Screening unattractive features, such as trash bins, from view from the alley.
3. Landscaping parking areas along alleys. (See Roosevelt Neighborhood Guideline B-2.)
4. Developing parking areas or portions of parking areas along the alley as plazas or small courtyards. (See Roosevelt Neighborhood Guideline B-3.)
5. Where commercial uses abut two sides of an alley, locating shop entrances, restaurants or other commercial uses along the commercial street front.
6. Ensuring alleys are well-lit at night.

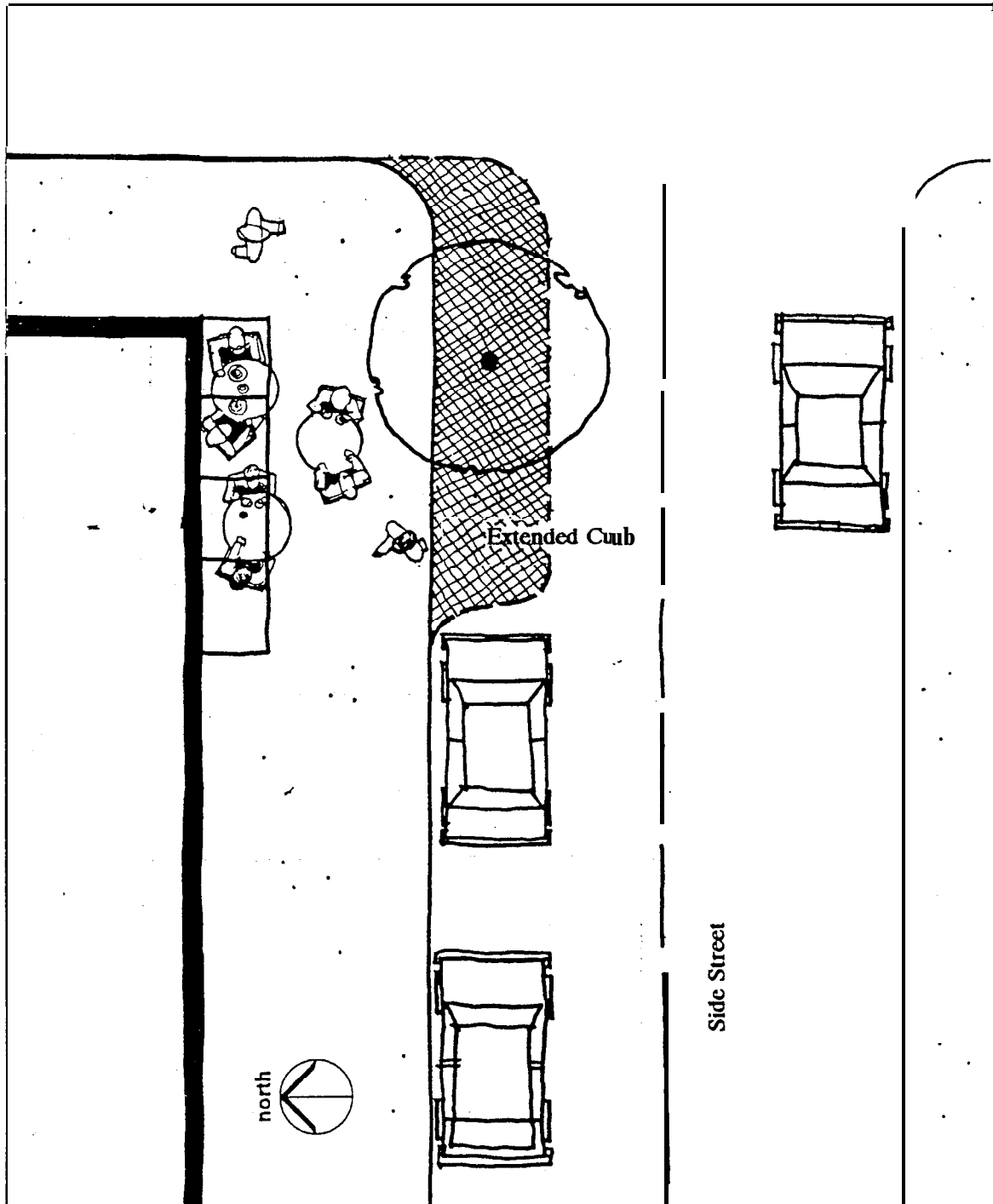
### C-2 Extended Curbs

**Extension of curbs along south facing corners of blocks fronting Roosevelt Way NE in the Core Commercial Area should be allowed in order to facilitate sidewalk cafes or outdoor vending areas.**

Explanation and Examples:

The south corners of blocks facing Roosevelt Way NE (excluding those along NE 65th) are good locations for sidewalk cafes or outdoor vending areas. These corners receive lots of sunlight and are somewhat removed from traffic noise and exhaust. Corner curb extensions could be made to provide ample room for pleasant outdoor eating or vending areas with minimal loss of parking. Such extensions would replace no more than one parallel parking place along the south corners of blocks.

While this guideline is outside the realm of what can normally be addressed through design review, it is included here to indicate community support for such a proposal should a developer or business propose an extension in the future.



## D. Commercial Height, Bulk and Scale

### D-1 Transition Along Commercial-Residential Zone Edges

**Zone edges where commercial lots abut the side or rear property line of a lot zoned for residential use or where commercial and residential lots are separated by an alley are especially sensitive transition areas in the Roosevelt Neighborhood. To achieve more compatible scale relationships between development in commercial and residential zones and to reduce significant shading of homes and yards encourage the following measures: 1) increased physical separation between structures in commercial and residential zones, 2) structural modifications that reduce building height and bulk, and 3) landscaped buffers along the zone edge.**

#### Explanation and Examples:

The City has drafted general design guidelines that apply to zone edges. These include City Design Guideline A-4 "Respect for Adjacent Buildings" and Guideline E "Transitions on Zone Edges". Guideline A-4 addresses issues of privacy while Guideline E identifies design solutions to achieve a better transition in building scale. This neighborhood guideline augments City guidelines by identifying neighborhood preferences regarding the site planning and design of commercial development along sensitive residential zone edges.

The most sensitive and common zone edge relationship in the Roosevelt Neighborhood is one in which commercial development directly abuts residential zoning--without an intervening alley or street. The map opposite this page shows where this type of zone edge occurs. It also shows that in most cases commercial rear lot lines abut residential side lot lines. This is an especially sensitive zoning relationship because, due to setback requirements, it places the two types of development within closest proximity of one another. Less critical but also sensitive are the zone edges where an alley separates commercial and residential uses.

The zone edges described above are made even more sensitive where the height limits between residential and commercial zoning vary significantly. Under current zoning, residential and adjacent commercial height limits differ by as much as 40 feet at the zone edge.

Participants in the visual survey favored transitions between residential and commercial zoning where buildings displayed similar massing or bulk and were physically separated. Abrupt changes in scale and close proximity of commercial and residential structures were viewed negatively. A generously landscaped buffer also appeared to be an important factor in making zoning transitions more acceptable.

The following outlines alternative approaches to achieving the objectives of this guideline under four of the most sensitive zone edge conditions in the neighborhood. Approaches for each zone edge condition are listed in order of preference.